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PURE NON-ALCOHOLIC
APPLE JUICE,
Invaluable for Stomach and
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Per doz. quarts... \$7.25
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Hongkong Daily Press.

ESTABLISHED 1857.

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The only Reliable Brand is
MARTINI ROSSI
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WATSON'S PRICKLY HEAT LOTION

IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
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Price \$11.00 PER DOZEN
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"SPECIAL BLEND" WHISKY
Bland
Selected
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Apply to

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We are Sole Agents for the following:
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
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MOTOR CYCLES, MALL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
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GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

Casks of 375 lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hong Kong, 1st August, 1904. [a1461]

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HIGH-CLASS TAILORS & OUTFITTERS,
SHIRT & DRESSMAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing: New Lot of Straw Hats,
Felt Hats, Panama, Umbrellas, Walking
Sticks, Boots and Shoes, &c., &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904. [1912]

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ARNOLD.

ALL CLAIMS against the above named
estate should be sent in detail, on or before
SATURDAY, the 14th of September, 1904,
and all persons indebted to the said Estate
should make immediate payment to the under-
signed.

JOHN WEST,
Administrator.

11, Broad, Shanghai,
13th August, 1904. [a1897]

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Navy Boiled
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNOLD, KARBERG & CO.
Sole Agents.
THE JAPAN LAUNDRY COMPANY.
REORGANISATION.

THE above Company have already won great
admiration from all their customers, the
work being excellently done. A New Scheme has
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quickly and satisfactorily. Excellent laundry-
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washing and ironing. Orders will be executed
promptly. Head Office, No. 23, Cause Road.
Branch Office, No. 201, Mongkok Street.

L. NAKAGAKI,
Manager.

Hongkong, 23rd July, 1904. [1798]

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Manufacturers of Hand-made Pure
HAYANA CIGARS AND CIGARETTES
They are made of best Havana leaves and
possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 28th May, 1904. [133]

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OF
LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.
Hongkong, 29th April, 1904. [a333]

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AND
AGENCIES THROUGHOUT THE EAST.

HONGKONG:—15, QUEEN'S ROAD.

6th August, 1904. [a35]

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

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THE ELITE OF WHISKY—

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11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassall.

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste

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THEY ARE UNEQUALLED AT THE PRICE

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Telephone No. 358. [a1153]

Hongkong, 1st May, 1904.

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PROMPT

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FITTED WITH ELECTRIC LIGHT AND FAN

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Hongkong, 15th August, 1904.

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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

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LADIES' WHITE UNDER SKIRTS.

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NEWEST MATERIALS, SMARTEST STYLES.

Hongkong, 8th July, 1904. [a46]

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AS CHEAP AS GAS!

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The people who appreciate our Soda Water must be particular people—those that can detect
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It is these "finicky" people who are best pleased with our Soda—its flavor, its richness, its
perfection.

It is entirely "a matter of taste" with the people who say that our Soda is the best in town.

WATKINS LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS,

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DESIGNS FORWARDED ON APPLICATION.

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The SUBSTITUTE for IVORY in the
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Is coloured throughout and always keeps its
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Has the same hardness, slick and elasticity

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BONZOLINE BILLIARD BALLS, size 2 1/2 inch

Rs. 31/8 set of three.

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Rs. 23/1 set of twenty-two.

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Hongkong, 1st June, 1904. [1837]

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Cool Rooms, Elaborately Furnished. Com-

fort of Residents and the Cuisine a specialty.

For terms apply—

B. F. HOWARD,

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Hongkong, 2nd July, 1904. [1821]

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HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Music, Ping-pong and Smoking Rooms.

Private Bar and Two Billiard Rooms for

Hotel Residents.

Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European

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Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans

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Hot and Cold Water throughout.

Wines and Groceries specially imported by

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Wines cooled by Hotel refrigerators.

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Exits on every floor.

MODERATE CHARGES! (No Extras!)

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PEAK HOTEL.

Admirably Situated. Sheltered from the

North-East Monsoon and Open to the South

West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

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Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

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MANAGER.

Hongkong, 10th June 1903. [a1892]

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Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water

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Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the

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Hongkong, 31st October, 1902. [a49]

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AND

CANTON

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Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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Lieber's
P.O. Box, 33. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 16TH AUGUST, 1904.

In the matter of the wholesale tree felling that seemed to have been begun by the Afforestation Department, it is now alleged that the numerous correspondents who have protested in our columns were, with ourselves, under a misapprehension. The arborous slopes of Hongkong are not, we are assured, to be denuded. "For this relief, much thanks." To the learned but unfortunately mythical Emperor HUANG TI is attributed the saying that "when man puts forth his faculties of destruction, Heaven falls and Earth is overthrown." The great Taoist evidently had a gift of exaggeration, but we are at one with him in exalting the exercise of the destructive faculties, and to this dread may be assigned our freely expressed nervousness with regard to the intentions of our Forestry Superintendent, Mr. S. T. DUNN. Now that we have registered our protest, and thereby elicited expressions of opinion sufficient to show how any attempt to exploit our arborescent treasury would be regarded by the public, we would gladly take it for granted that no more interference will be rashly entered upon. At the same time, before leaving the subject, it seems advisable that we should traverse some of the comments made by Mr. DUNN upon the warning that we and our readers felt obliged to utter. The Superintendent explains that between one-twenty-fifth and one-thirtieth of the forests in the Colony have matured, and that "as is done everywhere where tree planting is systematically carried out," the mature trees are being felled and sold, and young trees planted in the spaces left vacant thereby. It seems evident, from

that particular comment, that Mr. DUNN misapprehends our point of view, and the point of view of our correspondents. We are quite aware of the systems followed by the afforestation experts of India and of Europe. At Home—meaning England, of course—it has been our duty and our privilege in the past to point out Great Britain's neglect of the science of arboriculture, and to urge the Government to emulation of the work of France, Austria-Hungary, Denmark, Russia, and the Forestry Association of America, in this respect. Where as our forefathers practised forestry for sport's sake (as in the case of WILLIAM the Conqueror and the New Forest), or for purposes of financial profit (a native we trust to remain absent from Hongkong), the modern heirs to the wisdom of the ancients and the scientific knowledge of the new have learned to practise it for greater gains than those. We look to our plantations to modify extremes of temperature, to encourage rainfall, to absorb the miasmic exhalations of the soil, and to make ozone for our sorely tried lungs. The serious result of reckless timber cutting in Australia, in India, and in Russia, have been long noticed and admitted. France and Germany have, we believe, special State departments of afforestation, and colleges in which the special science is taught. In these cases, the supply of timber is sought to be maintained, and the work is expected to pay for itself out of its own revenue. Thus, as Mr. DUNN has told us, trees are systematically cut down and sold. In France the "block system" is, or was, favoured, whole sections of forest falling as they mature. In Germany, where they have a keen eye to the aesthetic value of trees, the thinning out process is more affected. Now, be it observed, the case of Hongkong is altogether different. The pioneers in the Colony had to deal with a barren-looking, rocky waste. To make Hongkong more habitable, hygienically and aesthetically, they were at cost of money, time, thought, and pains to cover the naked shoulders of the hills with pleasing verdure and with grateful shade. The chief expense is over and done with. It is, or should be, written off. The taxpayers of Hongkong are not anxious to ease their financial burden at the expense of the umbrageous assets that have taken a generation to accumulate. We fancy, so far as Mr. DUNN's talk of planting four trees for each one felled is concerned, that their request would be: "Plant more, but fell none." Especially by this "block system" of felling, which the Superintendent recommends as being less expensive, great gaps, eyesores to those who have hitherto gazed with admiration on the particular bit of landscape concerned, are left, and remain during the tedious years that the young trees are growing. In a part of England that shall, for obvious reasons, be left unnamed, a gentleman succeeded to an estate which included a range of tree-clad hills, bordering a picturesque valley which thousands went annually to gaze at and admire. His father had suffered under the impression that he could tell what horses would arrive first at the winning-post, and in the course of a long life in which frequent failures to make right selections did not disabuse him of that notion, he contrived to leave for his son some obligations that led his heir to denude the hills of the oaks and elms and pines that made them beautiful. There was a tremendous outcry, but it came too late. For nearly a decade the traces of the crime remained painfully obvious, and it became customary to point out the bleak hillsides as object lessons of the evils of betting. Fortunately there is no such imperative incentive to drive our local Department into making such a sacrifice. We hope that any eagerness on their part after revenue as a primary object will be nipped in the bud. Mr. DUNN seeks to cheer us by mentioning the rapid growth (here) of the China pine; but his mercenary suggestion (the phrase is used in its inoffensive sense) that the "profitable time to cut the tree is at twenty-five years of age" cuts us to the quick. What are we going to feel during the dozen or twenty years intervening betwixt profitable times? All human trouble, we are reminded, has come from meddling with a tree; and unless the Afforestation Department lets well alone, they will sorely trouble more people than they imagine to be interested in the fate of our forests. After all, they are an *afforestation*, and not a *de-forestation* department. It is pertinent to remind them of that. Finally, Mr. DUNN has suggested that from the hygienic point of view, four young trees are more salubrious than one big one. We hope we may be excused if we put that aside as mere quibbling. It does not help us, and it is probably true at best.

The *Waimapu* has decided to recommend the establishment of a Chinese Legation at Lisbon.

The Flemish word for "automobile" is said to be "malpaardolozoondeerswagwagpetrolrijtuig." It must be terrible to be run over by one of them.

The Russians expect to open a railway skirting Lake Baikal by the middle of next month. There is no immediate prospect of doubling the Siberian line.

The return of visitors to the City Hall Library and Museum for the week ending the 14th August, 1904, were 229 non-Chinese and 61 Chinese to the former, and 125 non-Chinese and 1,606 Chinese to the latter institution.

The despatch of America's European squadron to Smyrna need cause no disquieting effect. The reason is, that America desires fulfilment of some non-political demand. America declares her object is not the continual occupation of Smyrna, but only a demonstration.

The Health Officer at Shanghai reports thirteen foreign residents died there in July, and eight non-residents. Including Chinese, the total deaths were 627. There was one case of cholera and two of scarlet fever. The laundry men having all been properly licensed, more effective supervision is now possible.

The maximum temperature recorded at the Kobe Meteorological Observatory on the 8th inst. reached the high figure of 99.3 deg. Fahr., this being (the *Kobe Chronicle* was officially informed) the highest maximum recorded at Kobe during the past twenty-eight years. On the 7th the thermometer reached a maximum of 94.1 deg.

The Empress of China's gift of Tls. 10,000 to the Peking Hospital has been currently ascribed to imperial gratitude for successful treatment of one of her household slaves. The Hospital authorities explain (in the *N.C. Daily News*) that the windfall should be really ascribed to the interest taken by Sir Ernest Satow, who has himself subscribed Tls. 1,000.

The weekly plague return shows a gratifying decrease, due to three days clear of plague. The number of cases was five, all fatal. This brings the number for the year so far to 438, of which 473 were fatal. There were no cases of other communicable disease last week, and the plague return for the forty-eight hours ending noon yesterday was nil.

We feel sure that our missionary friends will not begrudge us the hearty laugh over this exquisite little story, which we took from the *N.C. Daily News*. "The captain of a mail steamer says that on a recent voyage to the East a lady passenger, a missionary, had painted on her large trunk the words, 'The Lord is my Shepherd.' Directly underneath this was the label 'Not Wanted on the Voyage.'"

"Buffalo Bill" is touring England with a show in which a daily mimic battle is fought between what are advertised as "real Russians" and "real Japanese." The *Kobe Chronicle* finds it difficult to believe in the reality of the showman's Japanese. We are in a position to state, definitely, that they are not. A private correspondent informs us that they are so absurdly unlike Japanese that nobody at Home is deceived.

Lord Selborne, First Lord of the Admiralty, stated in the House of Lords on the 10th instant that Lord Goschen's offer to gradually reduce our armaments by agreement with foreign nations had not been withdrawn. A few years ago it would have sufficed if France and England had agreed to diminish their navies, but the case is now altered; neither Power can afford to reduce its own expenditure without considering the expenditure of its neighbors.

The Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks donations of \$5 from U Lung, Po Tsun, On Tak, Chi Tsung, Wai Wing Hong, Shan Cheung, Po Lung, Wai Wo, Tung Tak Tai, Tin Tak, Wing Shing, Tai Un, Tin Tsung, Sui Yik Lung, Chi Cheung, Ying Fat Tsung, Tai Cheung, Ho Po Tsung, Ying Kee, Tani Hing Lau, Tani Nam Lau, Au King Lam, Tam Fa Lau, Pan Fong Lau, Au Fung Loi, San Wo Cheung, Kua Ying Lau, and of various sum under \$5 amounting to \$640.50.

A few evenings ago as we were proceeding home, they the Shanghai Union, we came across a man of "social standing"—that is he wore a dress suit which some people consider evidence of such. He had dined not wisely but too well and wanted to argue with an Indian. The language they used was very unparliamentary, but the Billingsgate of the S.S. man transcended that of the Indian. N.B.—According to the Chinese, the "social standing" of the wheelbarrow coolie is higher than that of the jinricksha puller.

A trivial case (that is how *The Union* puts it) occupied the time of two Judges in the Supreme Court of Hongkong recently. It appears a coolie carrying a bamboo obstructed the sidewalk to the detriment of one Wai Chung, who preferred an information against him. The Magistrate dismissed the information, whereupon the complainant took the case to the Supreme Court. For him was the Attorney-General, instructed by the Crown Solicitor; on the opposite side was another lawyer. Judgment was deferred. We do things differently in Shanghai; if a native carries a bamboo or bundle on the sidewalk he is told by the Police to get into the road and that ends it. [The difference lies in the fact that the Hongkong coolie is a British subject, with all the heritage of liberty a Briton enjoys. The Shanghai coolie is an outcast, with no one—not even a temperance journal—to say a good word for him.]

TELEGRAMS.

[REUTER'S SERVICE.]

THE TSAR'S FIRST SON.

LONDON, 13th August.

The Tsar announces the birth of the Grand Duke Alexis and calls on all his subjects to pray with him for the prosperity of his first son.

RUSSIAN WAR NEWS IN PERSIA.

The purpose of the *Revue Transcaspienne*, a journal published in the Persian language at Ashkabad in Russian Turkestan, and distributed gratuitously in Meshed, is to place before Persian readers the Russian version of the news from the Far East, and thus to prevent any diminution of Russian prestige. The journal is illustrated with pictures of Russian battleships, of Chinese coolies working at Port Arthur under the supervision of a Russian armed with a knout, and of a Cossack thrashing a Japanese with the same instrument. The following is a translation of part of the letterpress:—"From the beginning of the war the enemies of the Imperial Russian Government... have been spreading among the Moslems false news, such as the overpowering of the Imperial Government by Japan... Russia has never underestimated the capacity of her enemies or concealed her defeats or her conquests. But in the telegrams received from English sources, which are lavishly spread abroad among the people, there is nothing about this. It is necessary to bear in mind that the diffusion of such news among the people has only one object, to make the Russian Government appear perfidious in the eyes of Moslems. They thus give rise to misapprehensions, and at the same time, in accordance with their traditional practice, further their commercial and political designs... It is well for Persians always to bear in mind that so long as English intrigues continue to make trouble, the English will become more powerful." As a specimen of the news published in the paper may be mentioned a telegram purporting to come from Liao-yang, which stated that, according to reports received from various sources, the Japanese First Army had been defeated with heavy loss, and obliged to retreat to Feng-hwang-cheng.

CORRESPONDENCE.

MONKEYS AND CORRESPONDENTS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Is it not a proper course for anyone who has a grievance or complaint to find out an explanation from the authorities before ventilating it before the Public? The latter course is always open when a meagre or an unsatisfying explanation is given. I am sure anyone who would see or write to the superintendent of the Gardens will certainly meet with a courteous reply to his enquiries, or his attention directed to the particular complaint would receive prompt attention. The mere fact of writing to the Press when a franker course lies before anyone is suggestive of a strong attack of *cacoethes scribendi*. Such a course would have been more thoughtful and kindly in common fairness to the superintendent.—Yours truly,

D. S. G.

[We have already suggested that a letter to the Press should not necessarily be the first step to remedy a grievance. In justice to our yesterday's correspondent, we may point out that under genuine emotions of pity for the beasts, and indignation at their condition, he perhaps overlooked the risk of hurting innocent people with too hasty censure. In the meantime, if his allegation be true, some attendant has made himself amenable to the law, on a charge of cruelty.]

PUNJOM MINING CO., LD.

EXTRAORDINARY MEETING.

An extraordinary general meeting of the Punjom Mining Co., Ltd., was held yesterday afternoon in the Company's offices to consider, and if thought advisable, adopt, a resolution for the winding-up of the Company. Mr. R. Chatterton Wilcox (Chairman) presided, and there were also present Messrs. J. Murray Bain, S. A. Joseph, E. J. Judah, H. C. Wilcox, A. H. Ribeiro, C. A. Rozo, K. Sayce, Chan Tin, A. R. Love (secretary), and H. G. C. Bailly (solicitor to the Company).

The CHAIRMAN said—Gentlemen,—The meeting called to-day is merely a formal meeting called for the purpose of confirming the resolution passed at the last extraordinary general meeting held on 28th July. There is nothing for me to do but merely to propose the following resolution:—"That the Company be wound up voluntarily, and that William Kerfoot Hughes and Arthur Rylands Love, of Victoria, in the Colony of Hongkong, be, and they are hereby appointed, liquidators for the purpose of such winding-up."

Mr. S. A. JOSEPH seconded, and the motion was carried unanimously.

The CHAIRMAN.—That is all the business of the meeting, gentlemen. It only remains for me to thank you for your attendance on this very hot day.

Recording a shooting match between H.M.S. *Rosario* and the Shanghai Mounted Police (won by the sailors), the *Daily News* adds, "The men of the *Rosario* have shown themselves such genuine sportsmen during the time that the vessel has been stationed here that general regret is felt at their approaching departure, and by none more than by the members of the S. G. C. and S. M. Police. Under the energetic direction of Mr. Way, their gunner, they have distinguished themselves, especially at the range."

THE WAR.

JAPANESE ACCOUNT OF THE CHEFOO INCIDENT.

So far we have published only the barest references to the capture of the Russian cruiser *Riesdeltini* at Chefoo, and to the subsequent protests of Russia that it was a breach of Chinese neutrality. The Japanese official despatch relating to the incident, conspicuously supplied by Mr. Consul Nouns, throws ample light on the actual happenings.

It shows that on the night of the 10th instant, the Japanese destroyers *Anashiro* and *Kawami* were cruising about in search of the ships of the previously scattered Port Arthur squadron. Presently they sighted what looked like a Russian destroyer. She was steaming at full speed to the westward. They gave chase, but darkness came on, and they lost sight of her. They followed on her course until morning, however, and then gathered that she had entered Chefoo harbour, which is, of course, territorially neutral. So they waited and watched for her coming out, remaining strictly outside of territorial waters all that day (the 11th). When night fell, and the Russian ship had not emerged, they entered the harbour and found her lying there. She was the twin-screw destroyer *Riesdeltini*, a ship built within the last two years. There was no sign of her dismantling, so boats were sent by Lieutenant Terashima, offering the Russian commander the alternatives of leaving port before dawn, or surrendering. The Russian officer accepted neither. Instead, while the discussion was still proceeding, he gave orders to his men "to destroy machineries and to fire"—which may be the Japanese rendering of an order to blow up his ship, or vital parts of it. "Then," the graphic official account continues, "suddenly taking Terashima in his arms, he jumped overboard." Another Russian seized the Japanese interpreter and likewise sprang into the sea. Other Russians opened fire on the Japanese, and meanwhile, a magazine of the *Riesdeltini* exploded, causing more casualties among the Japanese. "Thereupon," adds the despatch, "the *Riesdeltini* was captured and towed out." In this affair, the Japanese casualties were one killed and fourteen wounded.

[Had international law been properly codified or defined and established like (say) English law, Japan might in this instance have been accounted blameworthy. That is, taking by way of analogy a simple charge of brawling on the public street, in which the resisting contester is held amenable with the aggressor or considering only the facts, however, that the Russian commander committed the first breach of neutrality by seeking lengthy sanctuary in a neutral port without disarming, and subsequently, while still in neutral waters, commenced hostilities against his pursuers, the protest since made by Russia will occur to the ordinary observer as an impudent one.]

[REUTER'S SERVICE.]

THE "RIESDELINI" SEIZURE.

LONDON, 13th August.

Reuter's St. Petersburg correspondent wires that the Russian protest against the seizure of the *Riesdeltini* by the Japanese is supported at Peking by France and Germany.

RUSSIA MORE AMENABLE.

LONDON, 13th August.

Reuter's correspondent in St. Petersburg wires that the Russian reply to the British representations re the *Knight Commander* has been delivered and that it is a most conciliatory manifesto.

WAR ITEMS.

NEWS BY YESTERDAY'S MAIL.

Exchanges from Japan and the North arrived yesterday. From them the following telegrams, etc., were taken:—

The crews of the *Knight Commander*, *Then*, and four Japanese vessels arrived at Muroran on the 9th instant by a German steamer from Vladivostok. The British Consul at Hakodate left for Muroran on the 10th.—General Kuropatkin is concentrating his troops, amounting to twice the available Japanese force, at Liaoyang, fearing that he will be cut off between Mukden and Liaoyang by General Kuroki.—The desperate sortie of the Port Arthur fleet was "probably to avoid the high-angled bombardment by the Japanese land batteries."—Russian warships were sighted west of Kishu.

INFORMING RUSSIAN FLEET.

The *Chefoo Daily News* has the following:—From an independent source it is learned that the Russian Government has purchased through the house of Messrs. Gineburg & Co. two cruisers from the Argentine Republic, of a similar type to the *Nishin* and *Kasuga*. These cruisers have already arrived at Vladivostok and are now forming part of the Vladivostok fleet under Admiral Skrydloff. For the successful issue of this transaction, Mr. M. Ginsburg, who is now in St. Petersburg, has been decorated and has been made a civil general. [This has since been contradicted.]

A NOTABLE RAID.

The correspondent of the *Standard* at Tientsin wires that a band of three thousand Hungluts on the 2nd instant attacked the Russian camp at Tishling, north of Mukden. The Russians were taken unawares and suffered a heavy loss of life, and a large stock of supplies and ammunition was destroyed. Strong patrols are now being placed.—*N.C. Daily News*.

LATE TELEGRAMS.

Tokyo messages to the *N.C. Daily News* dated the 9th instant include the following items. About thirty Russians appeared near Gensan yesterday afternoon, and were repulsed by a Japanese outpost. It is reported that the Russians are retreating northward from Amshantien, leaving only their cavalry behind. On the same day, Chefoo reported "more heavy firing" in the direction of Port Arthur, and "thick smoke" of burning houses. An official Russian despatch from Munkden said that on the 28th and 27th July the Japanese attacked unsuccessfully the Russian advanced positions outside Port Arthur. "Our losses" were about 1,500. The losses of the enemy according to information from Japanese prisoners amount to 10,000. On the next day, in consequence of it having been ascertained that the enemy around these positions was in overwhelming numbers our troops retreated in full order, with songs and the band playing, to the Wolf Mountains. The enemy being apparently exhausted by the two days' fight did not pursue and abandoned his wounded on the field of battle, where they were attended by our surgeons. On the 28th the enemy renewed his advance. Our troops did not engage in battle and retired to the forts. The garrison is in excellent spirits. After relating almost continuous fighting, which cost the lives of 40 Russian officers and "about 1,500 soldiers," Major-General Flouge continues, referring to July 30th, "as an overwhelming force of the enemy, preparing a new attack on our Wolf Mountains position, had been ascertained, the fourth division received orders to retire partly under cover of the fortifications and partly on advanced positions at a distance of three versts outside of the line of fortifications. The retreat of our troops was fulfilled in perfect order under cover of our artillery, which by accurate firing from that distance stopped the enemy's advance. Our losses were quite small, those of the enemy very great. The troops are in excellent spirits and in perfect health."

GENERAL STOSSEL REPORTED DEAD.

The *Kobe Shinbun* published the following "extra" on the 8th instant: "News reached Tokyo yesterday from Chefoo to the effect that people who arrived at Chefoo on the 4th instant by a junk from Port Arthur stated that General Stoszel, Commander of the stronghold of Port Arthur, committed suicide on the morning of the 3rd instant, and that the Russians at Port Arthur had suspended defensive operations. Among the passengers of the junk was an officer wearing the uniform of a Russian major, and carrying a sword." Any Hongkong friends of General Stoszel may entertain hope, reflecting that the Chefoo origin of this startling news does not argue its authenticity.

PORT ARTHUR.

There is naturally intense eagerness to learn what is actually going on at Port Arthur. At Berlin the fall of the fortress is regarded as imminent, and we think we can safely say, remarks the *Kobe Chronicle*, without disclosing any war secrets, that all the information reaching Japan from private and other sources is to the same effect. A correspondent who is with the Japanese forces on Liaotung writes in a private letter a passage to which we think there can be no objection in giving publicity. He says: "We are making splendid progress. Everything here is energy and discipline. You will hear something definite before long." That was written on July 30th, and since then a good deal has happened, as private information reaching Japan tends to prove.

NOT A RELIGIOUS WAR.

The following remarks by the Rev. John Batchelor deserve attention. "There are those who say that this is a religious war. And by saying so the inference is that the fight is between Buddhism and Christianity. But this charge is absurd. Does Japan represent Buddhism? What of the Shinto, Confucian, and Christian soldiers all fighting together? Again I say, away with the absurd thought and wicked lie. Does Russia represent us as Christians in this war? No; in thousand times no. In war Christianity has not, nor can have, any representative. The only warfare Christianity knows of is that of the Spirit and not of the Flesh."

WAR CORRESPONDENTS.

A Tokyo dispatch states that the Russian authorities allow only correspondents of those newspapers of countries which are in favour of Russia to follow the Russian army in Manchuria, refusing the applications of papers of other countries. The Russian Army never allows newspaper correspondents, who have once been attached to the Army, to return home before the conclusion of the war. Hitherto the Japanese have allowed newspaper correspondents to return to Nagasaki or Tokyo on their personal business, but it has now been discovered that this is attended with great disadvantages and also gives useless trouble to the Commanders. The Japanese Army, therefore, has now decided not to allow newspaper correspondents to return before the conclusion of the war. If before that time the correspondent of any paper goes home from some unavoidable cause, permission for the correspondent to return will not be granted, and the journal to which he is attached will not be allowed to send a substitute. If this information is correct, the *Kobe Chronicle* says, it is to be regretted for the sake of the Japanese, as the inference drawn from it will be that there is something to conceal.

A SHANGHAI "BUNDER."

A report apparently current in Shanghai that the steamer *Knight Commander* shipped at Woosung a thousand cases of rifles for Japan is gravely and authoritatively contradicted by the *N. C. Daily News*. There was no necessity to do so. Most people are aware that Mureta rifles do not come from Shanghai.

A CHINESE RUMOUR.

A Chinese rumour has it that the last enter defences of Port Arthur have now been taken, at a cost of 1,500 men.

MAINTAINING THE WAR FUND.

The Political Committee of the Japanese Progressist party, which has been making investigations into the ways and means of maintaining the War Fund, concluded its inquiry on the 2nd instant. The Committee made its investigations on the basis that the war would continue during next year. The War Fund required for the next fiscal year is estimated to amount to 500,000,000 yen, of which about 60,000,000 yen is estimated to be derived from the increase of taxation announced this year, and about 440,000,000 yen from the surplus of the annual revenue, making a total of about 500,000,000 yen. The Committee proposes that the Government should raise about 30,000,000 yen by means of new taxes and the postponement of national public works, the remainder being raised by the issue of bonds and temporary loans. What new taxes should be imposed the party will decide upon after careful investigation. The *Chronicle* says it is reported that amongst the other proposals the party has under consideration a project to monopolize the refining and sale of salt.

SUPREME COURT.

Monday, 15th August.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SARCOMBE SMITH (JUDGE).

CLAIM FOR COMMISSION.

The adjourned hearing was heard of the case in which Lau Kam Sing sued Tsing Kong for \$265.00, being commission on the purchase by the defendant of 9,000 barrels of Portland cement. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors, appeared for the plaintiff, and Mr. H. H. H. Gompertz, of Messrs. Denny and Bowley, solicitors, for the defendant.

Plaintiff was commissioner of Dan Chee and Co. Defendant was a contractor carrying on business here. Some time in July, 1902, defendant entered into a contract with Dan Chee & Co. for the purchase of 9,000 barrels of cement. He was introduced by the co-proprietors, and the commission claimed from him in respect of that purchase commission at the rate of one-half per cent. on the price. There was no specific contract to pay this money, but there was the usual custom of the trade here, and the custom was that where a Chinese firm was introduced to a firm carrying on business here through a commissioner, and the commissioner guaranteed the contract, he should be entitled to charge the purchaser a percentage on the purchase.

The defence was that it was not a question of custom with Chinese in these matters, but whether it was in consonance with British law and reasonable in this case, as the plaintiff had had nothing to do with this contract being entered into and did not even act as interpreter at the introduction.

Owing to the absence through sickness of one of the witnesses for the defence, Mr. Wright, the hearing was adjourned when up for hearing last.

Mr. Hurdhouse put in the affidavits with respect to Mr. Wright, who is not yet out of hospital.

The defendant gave evidence to the effect that when he made the bargain to buy the cement he did not consult the defendant, nor did he employ him in any way in the transaction, or promise him commission.

His Lordship, after hearing the evidence, found as facts that the commissioner did not introduce the customer to the firm of Dan Chee, Son, & Co., nor become surety for Tsing Kong, and that there was no contract between the parties. An attempt was made to set up a custom of trade. A custom can be annexed to a contract if not contrary to it, but a mere custom cannot bind either party unless there is a contract between the parties. There must be some consideration, and the plaintiff did nothing. When there is introduction, the custom might be enforced; even in this case, if there had been an express promise to pay, it would have been invalid for want of consideration, and an act which a commissioner was legally bound to do could not form the consideration for an independent contract.

Judgment for defendant, with costs.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR W. M. GOODMAN (CHIEF JUSTICE).

A CLAIM FOR RICE.

There was heard for hearing before His Lordship the Chief Justice the case of Kam Tak Tai against A. M. Esabbloy, in which the plaintiffs claimed \$7,352, being balance due for rice sold and delivered. Messrs. Denny and Bowley, solicitors, were the agents for the plaintiff, and Messrs. Deacon, Looker and Deacon, solicitors, for the defendants.

This action, which was fixed for hearing yesterday (Monday) morning, was settled between the parties a short time before his Lordship intended to come into Court to hear the case.

Why is a drink sometimes called a "peg"? King Edgar of England ordered that "pegs" should be fastened into drinking-horns at stated distances, and whoever drank beyond his peg at once draught should be obnoxious to a severe punishment. There was about a gill between peg and peg, so that the one draught was no mere sip.

INQUEST.

Re FRITZ EDWARD SHUSTER, DECEASED.

Mr. H. H. J. Gompertz, acting as coroner, yesterday concluded the inquiry into the circumstances of the death of Mr. Fritz Edward Shuster, who met with his death on the 3rd inst.

Messrs. H. M. Webb (foreman), James Spencer Duff, and Geo. Banker were jurors. Dr. E. A. R. Luing, medical superintendent of Government Civil Hospital, said: I examined Mr. Shuster's body between 9.30 and 10 a.m. on a day about the 3rd inst., and found the man was dead. I then directed the constable to take the body on to the Public Mortuary. I should think life had been extinct any time from 15 minutes. I did not examine the body for wounds or marks, but noticed a wound on the right temple. I cannot describe that wound—I just noticed it. I did not see any blood.

By Jury: The deceased was taken to hospital under an ordinary police order. I do not remember if anything was said about deceased. The symptoms described by the sergeant of police in his evidence would indicate that the man was dangerously ill. I did not direct that the deceased should be buried. I have nothing to do with demanding inquests.

By Mr. Gompertz: A man who had a fractured skull would be unconscious and breathe heavily. To a man who was not a medical expert the symptoms described would be taken as those of drunkenness if the man smelt of liquor.

By Jury: I think such a condition continued for eight hours, could be taken as a sign of drunkenness. A knowledge obtained by an ordinary course of ambulance lectures would not be sufficient to enable a man to distinguish between an ordinary drunken man and an unconscious man in such condition.

By Mr. Gompertz: A drunken man may be unconscious for seven to eight hours.

By Jury: A drunken man can be unconscious. He can be roused for a moment if not heavily under the influence of drink.

Foreman: The former evidence we have had is rather contradictory.

Mr. Gompertz read Dr. Hunter's evidence.

By Mr. Gompertz: I do not disagree with Dr. Hunter. An unconscious drunken man can be roused by cold water and shaking, but he would lapse back into unconsciousness. He could not answer a question intelligibly.

Foreman: Who gave the burial order?

Mr. Gompertz explained that the officer in charge of post mortems made a report, and the body was buried in due course unless there seemed to be suspicious circumstances, or unless someone asked for an enquiry. An enquiry was not usually held unless it seemed that it was necessary to get to the bottom of some matter, or bring a criminal charge against someone, or to find out if death were due to causes such as would justify a jury bringing in a finding of criminal negligence. If any person offered to give evidence, or if anyone asked for an enquiry it would hardly be refused.

Foreman: Why refuse?

Mr. Gompertz: I said an enquiry would hardly be refused. In three cases I have sent to the relatives to ask if they desired an enquiry to be held; and they asked me not to hold one.

Foreman: Might I ask why the present enquiry is being held?

Mr. Gompertz said that on account of statements in the local Press suggesting foul play, and suggestions that deceased had a fall off a tramcar, he ordered an enquiry. If the deceased was in a moribund state, and there had been negligence, or there were matters affecting the Public Works, enquiry should be held. In England a finding of manslaughter had been brought against the trustees of a public highway. A gentleman, a friend of the deceased, said he would like an enquiry to see if the deceased should have been put in a cell.

Sergeant Lee was recalled.

By Jury: I was acting on my own opinion when I took the man to be drunk. The police did not have to go through a course of First Aid; I have not had an opportunity to do so.

Mr. Gompertz said to the jurors that if they had any witnesses they knew of they could call them. He would see what Inspector Gould had to say.

Inspector Gould said that on the morning of the 3rd inst., at about 8.30 a.m. he went to the cell along with Sgt. Lee, and saw the deceased lying there showing the described symptoms.

Mr. Gompertz: Describe them.

Inspector Gould: His face and forehead were hot, he was breathing heavily, and choking in the throat. I made out an order to admit him to hospital.

After asking several unimportant questions the jury retired for half-an-hour.

The finding was:—

We are of opinion that death was caused by fracture of the skull, and consequences arising therefrom due to an accidental fall.

We are of opinion that Sgt. Lee was negligent, though not criminally so, in placing an unconscious man in a cell without trying to bring him to his senses, and not making himself fairly well acquainted at the time, and subsequently, whether deceased had returned to consciousness.

We are of opinion that the police authorities should take steps to see that every officer placed in charge of police stations be not deficient in a knowledge of First Aid to the Wounded, and that he is capable of distinguishing a case of drunkenness.

We think that the authorities were wrong in sanctioning the burial of the body without inquest, when the post mortem examination showed that death was caused by bodily injury and there might have been a possibility that the deceased's life would have been saved by timely, proper medical treatment.

We recommend that in cases of unconsciousness every effort should be made to restore consciousness, and if unsuccessful medical treatment should be called.

We consider that curbstones over highways below the level of the road should be protected.

Under the circumstances we think that some recompense should be made to Mrs. Shuster.

We think that police officers left in charge of responsible positions should be experienced enough to fill them.

[The fact that the jury's verdict was typewritten was noted as curious. It had apparently, judging from erasures and emendations subsequently made, been prepared before the formal hearing of evidence.]

POLICE COURT.

Monday, 15th August.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

BURGLARY.

On the night of the 13th inst. a burglar broke into No. 249, Queens Road East, and stole 17 pieces of clothing, valued at \$30, and \$80 in notes and money. Chinese Constable No. 272, a plain-clothes detective, arrested the man not far from the scene of the burglary. The man had used a knife to slip back the bolt of the door—and thus gained an entrance. He was sentenced to six months' imprisonment and six hours' stocks.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

CREATING A DISTURBANCE.

A soldier of the Royal Engineers was charged with creating a disturbance. He pleaded guilty, and was fined \$7.

DRUNKEN SAILORS.

Two German mercantile marine officers, the second officer and second engineer of the s.s. *Apurade*, were charged with lying in the street drunk and incapable. They were fined \$3 each.

THEFT ON A STEAMER.

One of the crew of the s.s. *Pak On* was sentenced to one month's imprisonment for stealing vegetables—cargo.

VICEROY VERSUS VICEROY.

A Wuchang dispatch reports that General Liu Kuang-tsai, who lately commanded a large body of troops in Kuangsi province and who has been denounced to the Throne by Viceroy Tseu Ch'un-hsiun on the charge of inability to keep order over his men, has been recommended, on the other hand, to the Throne by Viceroy Chang Chih-tung, who asks that the General may be allowed to come to the Hukwang provinces. The reason is that Viceroy Chang Chih-tung fears that the Kuangsi rebels may break into Hunan province, and having great confidence in General Liu Kuang-tsai, wants him to take command of a strong body of Hukwang troops who are to encamp on the Hunan-Kuangsi borders, to prevent the Kuangsi rebels from repeating their raid of last year. Thus we find the curious spectacle of one Viceroy denouncing a high military officer and another Viceroy declaring that he has great confidence in the denounced officer, to the extent of confiding to him the important task of keeping a large province free from the invasion of raiding insurgents.—*N. C. Daily News*.

ADMIRAL TOGO.

This is how a *Daily Mail* correspondent who saw Admiral Togo on board his ship describes him:—He is, for a Japanese, of medium size; he has what I should call a fine, though not high, forehead, and above all, and almost first of all, he has eyes that are clear and candid, frank and kind to a degree that must instantly awaken the interest and demand the sympathies of the most unobservant. Beside the eyes, also, there are one or two wrinkles which show that when Admiral Togo smiles he smiles not with his lips alone. He wears a moustache and a straggling beard, which are yet thick enough to conceal his mouth, and, like his closely cropped head, they are by no means as dark as is represented by such of his photographs as I have seen. Indeed the Admiral is quite grey. As most of your readers know, he underwent a course of education from 1872 to 1876 in the British training ship *Worcester*, but it may be news to many that he is fifty-three years of age, that he is married, and that he has a large family of both sons and daughters. Stories about him are rife among his juniors, but I will only say that he is distinguished by one characteristic, no officer ever called before him for disciplinary treatment is ever subjected to harsh language. All culprits leave his presence better men for the kindness with which he tempers justice. I will add to this sketch of the world-known Admiral that one who is far better qualified than I to read character in the human face gave it as his opinion that Togo has an infinite capacity for taking pains and that he ought to be a master of detail. That he is painstaking to some purpose will doubtless be endorsed by a very large number of people.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 15th at 11.38 a.m. The barometer has risen in Philippines and in N. Japan and fallen throughout China and Formosa.

The typhoon is now in the neighbourhood of the Miao Sina Group and moving towards the north.

Fresh N.W. winds may be expected in the Formosa Channel and moderate W. to S.W. winds in the northern part of the China Sea.

Forecast:—Moderate W. winds, fine, hot.

THE SHANGHAI-NANKING RAILWAY.

By October at the latest, unless some very unforeseen circumstance occurs, the first soda will almost certainly have been turned off the railway between Shanghai and Nanking, and it will have been done under British direction. It is pleasant to be able to make such a reassuring statement as this, after all that has been written in regard to the tardiness with which British railway concessions in China—and this one in particular—have been taken up. There is no question but that the prolonged delay, in face of the extraordinary efforts now being put forward all over the Empire, and backed by the governments of continental power, has been a cause of annoyance to those who regard these enterprises from the political rather than from the immediate commercial standpoint. And the final withdrawal of British capital and control in this particular interest would have been the more regrettable, seeing that regarded solely as a profit-making undertaking the proposed railway offers exceptionally promising prospects.

Residents in China will not need to be reminded that the railway is to run through a tract of country thickly teeming with an industrious and thriving population, people moreover who are distinctly favourable to the railway idea. The four-hundred-mile stretch to Woosung (which will be incorporated in the larger concern, as a branch line, taken over by the company as part of its security) already carries a very handsome profit, and in spite of direct competition from the Hsuegung river highway, its native passenger traffic is really enormous.

The new railway will commence independently at Shanghai, take what is practically a straight line due west to Quinsan (roughly 40 miles), cross the creek there by the one bridge of any magnitude, and then, bending very slightly to the southward, take another straight cut for Soochow (25 miles). The main line will pass the provincial capital on the north side and, for the convenience of the various foreign settlements, which are situated outside the south wall, a short branch line will be laid round the western side of the city. From Soochow the line will run parallel with the Grand Canal, that is to say its direction will be practically north-west and still in a straight line, first to Wusieh (30 miles), the centre of the silk industry, and onward by way of Changchow (20 miles) to Tanyang (35 miles). Here it will leave the Grand Canal to make its way northward to the Yangtze, and turn due westward again, traversing the fifty miles or so of grassy country to Nanking. Towards the capital it gets into slightly hilly country and one tunnel has to be cut. This and the bridge already mentioned are the two principal engineering works, which will only be difficult otherwise in consequence of the large number of small bridges necessary to cross the many creeks, and the uncertain nature of the ground for securing foundations. The bridges, also, have to be sufficiently high, of course, to allow head room for the boat traffic beneath. The survey has already been completed; plans of the entire route, and schedules of the road to be acquired are in the hands of the Chinese Government, who have undertaken the necessary purchases; and materials are to hand to commence on the actual work.

Financially also, everything is ready. The unsettled state of affairs in the Far East, and the unfortunate coincidence of tension over the Red Sea incidents, undoubtedly affected the issue of the balance of the Chinese loan in London last month; but although there was very little detail about the flotation, the capital has been fully underwritten and is available. A few small details only require to be arranged with the representatives of the Chinese Government, and operations need not be longer postponed on that account.

Once commenced, the work will be pushed forward rapidly from various points and in several sections. There will be opened as completed, and we may look forward to being able to reach Soochow by rail in a couple of years or so. Incidentally this will mean one further great advantage to Shanghai. It will bring the beautiful bill and lake district behind Soochow within easy reach of this hot, flat and busy plain, and give us one more of these recuperative resorts of which Shanghai stands in such pressing need.—*N. C. Daily News*.

THE "HUITIEN HUI."

A new revolutionary secret society called the "Huitien Hui," or Society to Welcome the Restoration of the Rightful Emperor, has been discovered in the Hukwang provinces by the secret agents of the Government, and as an immediate result a certain Buddhist Abbot, called Chih K'ui (i.e., Ambition consigned to Ashes), has been arrested near Changshu, the capital of Hunan province. It is stated (we quote from the native notes of our Shanghai contemporary) that a chance word from the lips of one of the novices of the monastery of which Chih K'ui is the Abbot to a Government secret agent, who is always on the lookout for such things, revealed the existence of the Society to the agent, who inveigled the Abbot, under some kind of a pretence, to a tea-house, where the man was promptly handcuffed and taken to the prefect of Changshu for trial. A search by the officials at the temple, before the news of the Abbot's arrest was known, revealed the fact that Chih K'ui was one of the principal leaders of the members of the society, there are no less than 24,000 of them, a goodly number of whom belong to the highest and wealthiest families of Hunan and Hupoh provinces. The trial of the Abbot is being now conducted with closed doors.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

CHINESE ON THE RAND.

Telegraphing from Johannesburg on the 7th ult. the *Daily Mail* correspondent said:—

The Chinese labourers on the Rand are promising well. The average hole-sinking of 500 for the fortnight was 1ft. 3in. Thirty did better than this, and a few drove holes 3ft. 6in. deep. The best Kaffirs never exceeded 3ft. The Chinese working pace will increase, and as their muscles harden good work is expected of them. The underground manager of the Comet Mine says that they are improving daily. Conversation with the Chinese gives the impression that any dissatisfaction with the conditions is attributable to the strangeness of the country and work. An intelligent Chinaman stated that the place was very nice; he liked the bright sun. Most of the Chinese worked in rice plantations before they came here, and started work later and got home earlier. The work here was harder, the mine very deep, and coming up the ladder after it very hard.

In China they had three meals, here only two. He objected to cooking by steam. The overseer, who is also a Chinaman, stated that when the men learn to use the hammer the work will not be too hard, but looks dismayed at the costliness of everything. A month's work destroyed the clothes, and it took the greater part of the men's wages to buy new suits. They wanted to buy cigarettes and syrup and to eat white bread. Under such conditions nothing could be saved. The company is arranging to have the cooking done by fire. The Chinese have breakfast, and in the afternoon as much rice, meat and fish as they can eat. They take a loaf of bread down into the mine. They are conforming to local conditions. Owing to the costliness of Chinese tobacco, they are buying Transvaal tobacco, which they enjoy. A mine manager from the United States, who has had the management of thousands of Chinese, went through the compound with me and told me that they were better treated than in the United States.

They are settling down comfortably, but it is human nature to grumble. In the hospital I found the beri-beri patients playing cards. There has only been one bad case, and in a month we shall hear nothing more of beri-beri. Three deserters have been arrested. The

OUR TRANSPORTS IN THE BOER WAR.

Some idea of the magnitude of the service rendered by our mercantile marine in the matter of transports in the South African war will be gathered from the following figures extracted from an official return recently issued. Of transports actually engaged by the Admiralty there were 117 between July, 1899, and December, 1902, of 719,337 gross tonnage, utilised for this purpose for an aggregate of 27,293 days steaming. There were conveyed to South Africa 12,574 officers by these transports, 316,924 men, and 74,752 horses, while on the return journey there were 10,809 officers, 267,475 men, and 2,309 horses. The hire of these vessels cost the Admiralty £10,059,818, and including other charges, such as coal, fittings, etc., and dock and port dues, etc., a total of no less than £14,750,977 was disbursed, and the rates of hire would appear to have ranged between 10s. per gross ton per calendar month up to £1 15s. per gross ton. In addition to these figures there were forty-one transports engaged in India of a gross tonnage of 151,842, and these conveyed 335 officers, 7,965 men, 3400 natives, 7,107 horses, and 1,113 mules, at a total cost of £499,329. In 118 freight ships engaged by the Admiralty a further 2,512 officers were carried to South Africa, 76,943 men, and 4,417 horses, and an amount of £1,629,410 was paid for these vessels, while for the return journey the Admiralty engaged 103 vessels, at a cost of £1,179,713, to carry 3,574 officers, 80,417 men, 606 women, 835 children, and 59 horses. The Principal Naval Transport Officer at Cape Town also engaged sixty-three freight vessels, costing £111,621, to carry 370 officers and 7,680 men, and the Colonial Government chartered fifteen vessels for £270,589, and these conveyed 293 officers, 5,666 men, and 6,482 horses. The final table gives details as to full cargo store freight ships engaged by the Admiralty, and for this purpose 210 vessels were employed at a cost of £1,466,536. This is a record of which our merchant service can be proud.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Shanghai at 1 a.m. on Saturday, the 13th August, and left again at 10 p.m. same day for Hongkong, where she is due to arrive at 8 a.m., to-day.

The C.P.R. steamer *Empress of China* left Yokohama for Vancouver on Friday, the 12th August p.m.

The C.P.R. steamer *Tartar* arrived at Nagasaki from Shanghai at noon yesterday (Monday), and proceeded for Vancouver same day via Kobe and Yokohama.

The O. & O. steamer *Gaer*, with mails, &c., left Shanghai for this port Sunday midnight, and is due here to-morrow morning.

The O.S.S. & C.M. steamer *Idoneus* left Singapore for this port on Saturday at daylight, and is due here on the 18th August.

WEATHER AT SEA.

Arrivals from all directions report fine weather.

The *Karis* arrived from Sourabaya yesterday with 1,219 tons of sugar for Messrs. Sander, Wisler & Co.

The *Foo King*, from Moji, brought 3,280 tons of coal for Messrs. Jardine, Matheson & Co.

TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE PLEASING POPULAR PALATABLE PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th, February, 1904.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture. Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street, Tel. 371. P. P. DANENBERG, General Manager.

Hongkong, 11th May, 1904. [122]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,

Sole Agents.

Hongkong, 18th May, 1903. [125]

SIENTING.

SURGEON DENTIST,

No. 10, L'AGUILAR STREET

TER IS VERY MODERATE

Consultation Free.

11, Queen's Road, 21st March, 1903.

PURE FRESH WATER.

THE HONGKONG STEAM WATER

BOAT CO., LD., is prepared to supply

ANY QUANTITY OF PURE FRESH

WATER to the Shipping, both for Dock and

Boilers.

Call Flag W.

J. W. KEW,

Manager,

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegram Address: Press. Codes: A.B.C., 5th St. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

NOTICE.

DURING the Temporary Absence of the Underigned Mr. J. F. Miller will be in Charge of the Society's Business. N. MUMFORD, Secretary to Lloyd's Register. Hongkong, 15th August, 1904. [1898]

THE PHILIPPINE ISLANDS. JOHN FOREMAN. Kelly & Walsh Ltd. Hongkong, Shanghai, Yokohama and Singapore. Hongkong, 16th August, 1904. [1898]

TO LET, FURNISHED OR UNFURNISHED. TWO ROOMS in Wyndham Street. Apply to—X. X. X. Care of Daily Press Office. Hongkong 16th August, 1904. [1900]

TO LET. NOS. 2 and 4, OLD BAILEY. (6 Rooms) No. 16 HOLLYWOOD ROAD (8 Rooms) (with Kitchen, Bathrooms, and Servants' Quarters). Apply to—H. M. S. H. ESMAIL, 4, Hollywood Road. Hongkong, 16th August, 1904. [1891]

HONGKONG JOCKEY CLUB. A MEETING of Subscribers to the Subscription Gift List will be held at the HONGKONG HOTEL on MONDAY next, 22nd instant, at 4 P.M. Members who wish to put their names down and have not already done so will oblige by sending in to the Underigned before that date. By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 15th August, 1904. [1892]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD. NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. JARDINE, MATHESON & CO.'S OFFICES, Paddar Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of AUGUST, 1904, at 12.15 o'clock in the afternoon, when the following resolutions will be proposed:

Should the said resolutions be passed by the required majority they will be submitted for confirmation as special resolutions to a Second Extraordinary Meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new Shares of \$20 each.

2. That such new Shares be issued at a premium of \$30 per Share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new Share for every complete three Shares held by them on 1st October, 1904.

3. That the amount due for the new Shares be called up on 31st December, 1904.

Dated the 15th August, 1904. By Order of the Board, EDWARD OSBORNE, Secretary.

"BEN" LINE OF STEAMERS. FOR MARSEILLES, LONDON AND ANTWERP.

"BENVOLICH" Captain Thomson, will be despatched as above on or about the 7th September.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 16th August, 1904. [1894]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "NAMSANG," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 17th inst., will be landed at Consignee's risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 15th August, 1904. [1898]

EXCURSION TO MACAO. THE Splendid Steamer "YING KING," Captain Paga, will make an EXCURSION TRIP TO MACAO on every SUNDAY, leaving the Company's Wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M. In Macao the steamer berths at the Pescadore's Wharf.

FARE: 1st Class, Single Ticket, \$3 with Cabin \$3.40. Return Ticket, \$3 with Cabin \$5.00. Tiffin and Dinner may be had on board at \$1 each meal.

YUK ON & CO., LD. Hongkong, 3rd August, 1904. [1892]

TAI WOO, PHOTOGRAPHER AND PORTRAIT PAINTER.

DEVELOPING AND PRINTING Undertaken. Views for Sale. 36, Queen's Road Central, 2nd Floor. Hongkong, 8th August, 1904. [1892]

INTIMATIONS

WANTED.

BY Import Firm, experienced, energetic COMPRADORE. Security might be arranged with present security man. Only those who know the business may apply to—M. W. Care of Daily Press Office. Hongkong, 10th August, 1904. [1948]

WANTED.

DOCTOR Wanted immediately for Emigration Steamer. Must be a British subject. Apply—T. C. E. D. Care of Daily Press Office. Hongkong, 6th August, 1904. [1927]

WANTED.

ONE or MORE ROOMS, Furnished or Unfurnished, without Board; Bathroom. Apply stating terms and location to—COLONIAL, Care of Daily Press Office. Hongkong, 13th August, 1904. [1870]

MUSICAL NOTICE.

HERR LUDWIG SCHLIEBNER (MUSICAL DIRECTOR), late Conductor Lyric Orchestra, Competition Choir, &c., Ballarat, Australia, is prepared to Receive Pupils for PIANO, SINGING (Voice Production) and HARMONY.

Candidates coached for all musical examinations in the above subject, including those examinations to obtain the higher degrees of the Associate Board, Royal College and Royal Academy of Music, London.

For further particulars as to terms, &c., &c., apply—THE ROBINSON PIANO CO., LD. Hongkong, 13th August, 1904. [1872]

JUST LANDED. For sale "PAKLING."

A FRESH Consignment of MILKMAID BRAND SWISS MILK, guaranteed to be good; And Also A Consignment of SPLENDID FRESH ENGLISH AND AMERICAN PROVISIONS. Inspection solicited.

H. RUTTONJEE, No. 5, D'Almeida Street, 36 to 38, Elgin Road, Kowloon. Hongkong, 15th August, 1904. [1879]

AMOI ENGINEERING CO., LD. AMOI CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited. J. D. EDWARDS, Manager. Amoy, 3rd December, 1903. [1890]

MAIL TABLES FOR 1904.

Mounted on Card ... 3 cents. Paper ... 20 cents.

On Sale at the Daily Press Office. Hongkong 5th March, 1904.

INSURANCES

NORTHERN ASSURANCE CO. FIRE and LIFE. ESTABLISHED 1836.

THE Underigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application. TUKNER & CO., Agents. Hongkong, 23rd September, 1903. [267]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS at 31st December, 1903, £16,893,650.

I. AUTHORIZED CAPITAL, £3,000,000. SUBSCRIBED CAPITAL, £2,750,000. PAID-UP CAPITAL, £87,500. II. FIRE FUNDS, £3,054,981 12 3.

The Underigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents. Hongkong, 18th June, 1904. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON. INCORPORATED A.D. 1851.

MARINE BRANCH. THE Underigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO. Hongkong 28th April, 1904. [1121]

LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED. THE Underigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL. THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents. Hongkong, 21st April, 1897. [99]

PHENIX FIRE OFFICE. THE Underigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAUREN & CO. Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887. [2]

AUCTIONS

PUBLIC AUCTION.

THE Underigned have received instructions from Messrs. DICK, REE & CO., LD., CONTRACTORS FOR THE ELECTRIC TRAMWAY CO., to Sell by Public Auction, TO-DAY (TUESDAY), the 16th August, 1904, at 11 A.M., at their Matched at CAUSEWAY BAY, SUNDRY TOOLS AND IMPLEMENTS, belonging to the above Firm.

Particulars from Catalogue. Terms—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 15th August, 1904. [1892]

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction, TO-DAY (TUESDAY), the 16th August, 1904, at 2.30 P.M., at his Sales Rooms, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, PIANO, MANDOLINE and HAND SEWING MACHINE.

Also A Full Size 6-Pocket BILLIARD TABLE with BALLS, CUES, MARKING BOARD, &c., by Burroughes, London; &c., &c., &c. Terms of Sale—As Customary. V. I. REMEDIOS, Auctioneer. Hongkong, 13th August, 1904. [1873]

PUBLIC AUCTION.

OF THE VERY VALUABLE ESTATEHOLD PROPERTY. Section A of Sub-Section 3 of Section C of Marine Lot 63A, Situate at Victoria, Hongkong, and known as 23 Wing Wo Street, TO-MORROW (WEDNESDAY), the 17th August, 1904, at 3 P.M., at their Sales Rooms, No. 8, Des Vaux Road (Corner of Ice House Street),

or Messrs. HUGHES & HOUGH, Auctioneers. For Further Particulars and Conditions of Sale, apply to—Messrs. WILKINSON & GRIST, Solicitors for the Vendor, or to Messrs. HUGHES & HOUGH, Auctioneers. Macao, 13th August, 1904. [1874]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 22nd day of AUGUST, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Lai Chi Kok, in the New Territory of Hongkong, for a term of 75 years, from 5th April, 1904, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for the rest of the term of lease from China or for one further term of 75 years, if competent for the Government so to make it.

By Order of the Board of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 30th July, 1904. [1859]

HONGKONG AND SHANGHAI BANKING CORPORATION. NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th to the 20th day of AUGUST next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 30th July, 1904. [1858]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, Connaught Road, on MONDAY, the 22nd AUGUST, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd AUGUST, both days inclusive. By Order of the Board of Directors, THOS. I. ROSE, Secretary. Hongkong, 30th July, 1904. [1860]

CHINA SUGAR REFINING CO., LD. NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an Interim Dividend of 5% for the half year ending 31st June 1904, on the Paid-up Capital.

Dividend Warrants, payable on MONDAY, the 22nd AUGUST, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to the 29th inst., both days inclusive. JARDINE, MATHESON & CO., General Agents. Hongkong, 9th August, 1904. [1851]

A. S. WATSON & CO., LIMITED. ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Office in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 2nd June, 1904. [1848]

NOTICE TO SHIPPERS. THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road. A. S. MIHARA, Manager. Hongkong, 20th May, 1904. [1839]

PUBLIC COMPANIES

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, THIS DAY (TUESDAY), the 16th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th AUGUST, both days inclusive. By Order of the Board of Directors, T. ARNOLD, Secretary. Hongkong, 26th July, 1904. [1820]

HONGKONG AND SHANGHAI BANKING CORPORATION. NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th to the 20th day of AUGUST next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 30th July, 1904. [1859]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, Connaught Road, on MONDAY, the 22nd AUGUST, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd AUGUST, both days inclusive. By Order of the Board of Directors, THOS. I. ROSE, Secretary. Hongkong, 30th July, 1904. [1860]

CHINA SUGAR REFINING CO., LD. NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an Interim Dividend of 5% for the half year ending 31st June 1904, on the Paid-up Capital.

Dividend Warrants, payable on MONDAY, the 22nd AUGUST, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to the 29th inst., both days inclusive. JARDINE, MATHESON & CO., General Agents. Hongkong, 9th August, 1904. [1851]

A. S. WATSON & CO., LIMITED. ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Office in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 2nd June, 1904. [1848]

NOTICE TO SHIPPERS. THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road. A. S. MIHARA, Manager. Hongkong, 20th May, 1904. [1839]

BANKS

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000. PAID-UP CAPITAL ... 2,500,000.

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES. Canton, Hankow, Peking, Tientsin, Shanghai, Singapore.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted. INTEREST ALLOWED on Deposits. At 2% per annum on Current Account daily balance.

3% per annum on Fixed Deposits for 3 months. 4% " " " " 6 " " " " 12 " " " " 18 " " " " 24 " " " " 36 " " " " 48 " " " " 60 " " " " 72 " " " " 84 " " " " 96 " " " " 108 " " " " 120 " " " " 132 " " " " 144 " " " " 168 " " " " 192 " " " " 216 " " " " 240 " " " " 270 " " " " 300 " " " " 324 " " " " 360 " " " " 400 " " " " 450 " " " " 500 " " " " 540 " " " " 576 " " " " 600 " " " " 648 " " " " 696 " " " " 720 " " " " 756 " " " " 792 " " " " 816 " " " " 840 " " " " 864 " " " " 888 " " " " 900 " " " " 936 " " " " 972 " " " " 1000 " " " " 1044 " " " " 1080 " " " " 1116 " " " " 1152 " " " " 1188 " " " " 1200 " " " " 1224 " " " " 1260 " " " " 1296 " " " " 1320 " " " " 1344 " " " " 1368 " " " " 1392 " " " " 1416 " " " " 1440 " " " " 1464 " " " " 1488 " " " " 1500 " " " " 1536 " " " " 1572 " " " " 1600 " " " " 1624 " " " " 1656 " " " " 1680 " " " " 1704 " " " " 1728 " " " " 1752 " " " " 1776 " " " " 1800 " " " " 1824 " " " " 1848 " " " " 1872 " " " " 1896 " " " " 1900 " " " " 1920 " " " " 1944 " " " " 1968 " " " " 1980 " " " " 1992 " " " " 2000 " " " " 2016 " " " " 2032 " " " " 2048 " " " " 2064 " " " " 2076 " " " " 2088 " " " " 2100 " " " " 2112 " " " " 2124 " " " " 2136 " " " " 2148 " " " " 2160 " " " " 2172 " " " " 2184 " " " " 2196 " " " " 2200 " " " " 2208 " " " " 2216 " " " " 2224 " " " " 2232 " " " " 2240 " " " " 2248 " " " " 2256 " " " " 2264 " " " " 2272 " " " " 2280 " " " " 2288 " " " " 2296 " " " " 2300 " " " " 2304 " " " " 2312 " " " " 2316 " " " " 2320 " " " " 2324 " " " " 2328 " " " " 2332 " " " " 2336 " " " " 2340 " " " " 2344 " " " " 2348 " " " " 2352 " " " " 2356 " " " " 2360 " " " " 2364 " " " " 2368 " " " " 2372 " " " " 2376 " " " " 2380 " " " " 2384 " " " " 2388 " " " " 2392 " " " " 2396 " " " " 2400 " " " " 2404 " " " " 2408 " " " " 2412 " " " " 2416 " " " " 2420 " " " " 2424 " " " " 2428 " " " " 2432 " " " " 2436 " " " " 2440 " " " " 2444 " " " " 2448 " " " " 2452 " " " " 2456 " " " " 2460 " " " " 2464 " " " " 2468 " " " " 2472 " " " " 2476 " " " " 2480 " " " " 2484 " " " " 2488 " " " " 2492 " " " " 2496 " " " " 2500 " " " " 2504 " " " " 2508 " " " " 2512 " " " " 2516 " " " " 2520 " " " " 2524 " " " " 2528 " " " " 2532 " " " " 2536 " " " " 2540 " " " " 2544 " " " " 2548 " " " " 2552 " " " " 2556 " " " " 2560 " " " " 2564 " " " " 2568 " " " " 2572 " " " " 2576 " " " " 2580 " " " " 2584 " " " " 2588 " " " " 2592 " " " " 2596 " " " " 2600 " " " " 2604 " " " " 2608 " " " " 2612 " " " " 2616 " " " " 2620 " " " " 2624 " " " " 2628 " " " " 2632 " " " " 2636 " " " " 2640 " " " " 2644 " " " " 2648 " " " " 2652 " " " " 2656 " " " " 2660 " " " " 2664 " " " " 2668 " " " " 2672 " " " " 2676 " " " " 2680 " " " " 2684 " " " " 2688 " " " " 2692 " " " " 2696 " " " " 2700 " " " " 2704 " " " " 2708 " " " " 2712 " " " " 2716 " " " " 2720 " " " " 2724 " " " " 2728 " " " " 2732 " " " " 2736 " " " " 2740 " " " " 2744 " " " " 2748 " " " " 2752 " " " " 2756 " "

INTIMATIONS

Patti's Opinion
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APOLLO

Piano Player

"Its playing every individual note of the Piano makes it, without doubt, the most wonderful and perfect Piano Player."

A Piano has a range of 85 notes—so has the Apollo. Other players leave one-third of the Piano useless.

THE ROBINSON
PIANO CO., Ltd.

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Hongkong, 16th August, 1904. (1409)

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IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

W. SCHULZE'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 5583. AIR GUNS and AMMUNITION in variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.CODE WORD: "DOCK," NAGASAKI.
A.I., A.B.C., Scott's and Engineering Code.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 525 feet.
Length on Blocks... 515
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide 26 1/2

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 22 1/2

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE. 1703

CARBOLINEUM-AVENARIUS



Known all over the World as a thoroughly effective preservative of Wood against White Ants, Fungus, Dry-rot, Decay.

Number of Testimonials from Authorities as well as from Private Customers.

LUTGENS, EINSTAMM & CO.,

Sole Agents for China.

Hongkong, 19th July, 1904. 1613

HONGKONG GENERAL
CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 12th July, 1904, at 3.45 p.m. Present:—Mr. E. A. Hewitt, Chairman; Mr. D. B. Law (Vice-Chairman); Hon. W. J. Gresson, Messrs. N. A. Siebs, J. R. M. Smith, H. L. Tomkins, E. C. Wilcox, A. G. Wood, Hon. R. Sheehan (ex officio), and A. R. Lowe (Secretary).

MINUTES.

The minutes of the monthly meeting held on 7th June were read and confirmed.

THE CHAMBER'S REPRESENTATIVE IN LEGISLATIVE COUNCIL.

The Chairman said he felt quite safe in expressing the pleasure it gave the Committee to see Mr. Sheehan looking so well after his holiday at home. It was decided to send Mr. H. E. Pollock a letter of thanks for his services on the Committee during Mr. Sheehan's absence.

QUARANTINE.

Letters were also read from the Hon. Colonial Secretary communicating the fact of the authorities at the undermentioned places having declared Hongkong infected by plague:—

Date 7 June Saigon.
15 " Siam.
22 " Indo-China.
23 " Saigon.
29 " British North Borneo.

BLUE BOOK ON COTTON CULTIVATION. The Board of Trade Report on Cotton Cultivation in the British Empire and Egypt, which had been courteously forwarded to the Chamber by the Hon. Colonial Secretary, was laid on the table.

EMPIRE CABLES.

The following letter was read:—
The Board of Trade of the City of Ottawa.
Ottawa, Ont., April, 1904.

To the Secretary.
SIR,—I have the honour on behalf of the Board of Trade of the City of Ottawa to request that you will bring the enclosed communication on the subject of "The Empire Cables" to the attention of your Association.

We entertain the hope that in the effort to advance the general interest, your co-operation may be counted on.

Be good enough to inform me of whatever action your Association may take, and by so doing greatly oblige

Your faithfully,

(Sd.) CECIL BETHUNE, Secretary.

P. S.—I am requested to add to what is stated in the enclosed printed explanation, that the Empire Cables would, it is believed, directly on their completion reduce charges on long distance messages 50 per cent., to be soon followed by still further reduction. The supreme importance of cheap telegraphy all round the Empire will be obvious to our people elsewhere.

(Sd.) CECIL BETHUNE.

It was agreed to reply that this Chamber sympathised with any scheme which had for its object increased facilities for telegraphic communication, but being a cosmopolitan Chamber, the Committee were more inclined to encourage "free trade in cables" as recommended in the British Inter-Departmental Committee's Report on Cable Communications laid before the Houses of Parliament in May, 1902.

It was decided to reply that the Committee saw no reason to alter the views expressed in 1902 that the use of the apparatus would inevitably involve the detention of steamers, and consequent heavy expense; and in the second place it would be impracticable because in most cases vessels calling here have large quantities of cargo on board for ports beyond this.

THE CURRENCY QUESTION.

The draft of a joint letter from the Shanghai, Tientsin, and Hongkong Chambers of Commerce addressed to the Diplomatic Body, Peking, having been received from the Shanghai Chamber, it was decided after some discussion to agree to the terms.

REGISTRATION OF CHINESE PARTNERSHIPS.

The Chairman drew the attention of the Committee to the strong terms in which the Chief Justice had recently referred to the necessity of registering partners in Chinese firms during the course of the Po Fung Bank case.

It was agreed to further discuss the matter at a later meeting.

(Sd.) A. M. THOMSON,
Colonial Secretary.

The Secretary, Chamber of Commerce.

(Enclosure)

Crystal Palace Company.

14, Victoria Street, Westminster.

23rd April, 1904.

SIR,—I am desired by the Directors of the Crystal Palace to forward you two copies of a scheme for a Colonial and Indian Exhibition, which will be held at the Crystal Palace during the summer of 1905, and to ask that you will be good enough to bring it before your Government with a view to their taking part in the Exhibition.

The objects of the proposed Exhibition are fully detailed in the enclosed prospectus, and I am to ask you to impress upon your Government the many advantages, direct and indirect, likely to result from their sending to the Crystal Palace a representative collection of such of the products and manufactures of your Colony which will bring before the people of the United Kingdom the resources and capabilities of your Colony, and are at the same time likely to obtain a remunerative market in this country.

In the event of your accepting in principle the policy of being represented at this Pan-Britannic Exhibition, the question of expenditure would next have to be considered, and I am glad to be able to point out that the architectural surroundings of the Crystal Palace render it unnecessary to make any considerable disbursements in the way of decoration, and that little further expense is necessary beyond payment for the space, the freights and insurance of the exhibits, their installation, and a moderate sum for keeping them clean. The heavy outlay made at Paris, Chicago and St. Louis, as well as the Colonial and Indian Exhibition of 1886, is quite unnecessary.

It is proposed to appoint juries which will submit the various objects exhibited to an exhaustive examination, and will award to them diplomas commensurate with their merit.

As the Exhibition will open in little more

than twelve months from the present date, my Directors are desirous of obtaining the decision of your Government as speedily as possible.—Yours, etc.,

(Sd.) GEORGE COLLINS LEVY,
The Officer Administering the Government of Hongkong.

It was decided to reply that the Committee sympathised with the objects of the exhibition, and that the Registrar-General of Chinese might be instructed by the Government to place before the Chinese the advantages to be gained by sending exhibits of blackwood, ivory ware, silver ware, etc.

CLAYTON APPARATUS FOR DISINFECTING SHIPS.

The following letter was read:—
Colonial Secretary's Office.
6th July, 1904.

SIR,—I am directed to forward for the information of your Committee a copy of a report by the Port Health Officer, Singapore, relative to the Clayton Apparatus for disinfecting ships.

The question of the advisability of introducing the apparatus into this Colony has for some time been engaging the attention of the Government, and it is proposed in the event of its adoption, to levy fees on ships disinfected in order to cover expenditure. The use of such an apparatus it is thought would be willingly availed of by vessels in this port during plague seasons, as quarantine restrictions would presumably not be insisted on by other ports if a ship could produce a certificate that all the rats, etc., had been destroyed before the ship had left the ports and the holds thoroughly disinfected.

I am to state that I shall be pleased to have an opportunity of considering any observations which your Committee may be good enough to make in connection with this proposal.—I have the honour to be, Sir, Your obedient servant.

(Sd.) A. M. THOMSON,
Colonial Secretary.

The Secretary, Chamber of Commerce.

[Copy]

We have Clayton Machine type B fitted on a steam launch which makes 7 knots under her own steam. The launch's steam is also used for running the engine of the disinfecter.

The whole machine has proved very satisfactory and is economical in use.

About 300 lbs. sulphur is sufficient to fill all the holds of a big steamer.

Each hold can be filled in from 1 to 2 hours.

The percentage of gas can be regulated easily. About 3 to 4 per cent. is strong enough for vermin destruction, but 10 per cent. at least is necessary for bactericidal effect.

All the surfaces of the tween decks, etc., which are to be disinfected are at first washed with perchloride of lime and the S.O. fumigating started while all is wet.

The holds are battened down for at least 12 hours after the requisite amount of gas has been pumped in, then opened up and washed with disinfectants.

The S. O. is found to damage scarcely any cargo except a few foodstuffs such as tea; bleaching does not occur if articles are dry.

The machine is easy to work and full instructions are supplied with it. The cost is I believe £1,000. The gross weight is 70 cwt. Height, 4ft. 6in. Base dimensions, 10ft. by 6ft. 6in.

It was decided to reply that the Committee saw no reason to alter the views expressed in 1902 that the use of the apparatus would inevitably involve the detention of steamers, and consequent heavy expense; and in the second place it would be impracticable because in most cases vessels calling here have large quantities of cargo on board for ports beyond this.

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It is proposed to appoint juries which will submit the various objects exhibited to an exhaustive examination, and will award to them diplomas commensurate with their merit.

As the Exhibition will open in little more

INTIMATIONS
CONSTIPATION.

THE CAUSE, THE EFFECT, THE REMEDY.

Are you troubled with a dizzy feeling in your head? Have you a bad taste in your mouth or a feeling of nausea when you get up in the morning? Is your tongue coated? Is your appetite poor? Does your head ache? Are you cross and peevish? Do little things worry you? Are you depressed and low-spirited? Is your complexion bad? Are you afflicted with cold hands and cold feet?

If so, what is the cause?

Constipation.

What is constipation?

Constipation is inability to secure a free and copious action of the bowels at least once a day.

It is always caused by indigestion.

To cure constipation, then, one must commence with the digestive organs. Abbot's Effervescent Salt is the natural remedy for indigestion.

It stimulates the secretion and muscular action of the stomach and bowels. When its use is kept up the correct action of all the organs of digestion is re-established and the sufferer is soon entirely restored to health.

But Abbot's Salt is not alone valuable as a cure. It prevents disease.

Take a teaspoonful in a glass of water, night and morning. It makes a pleasant, invigorating, effervescent tonic drink, more like a beverage than a medicine. It is a mild and gentle aperient.

Sold in two sizes by all Chemists or Stores and by WATKINS, LTD., and A. S. WATSON & CO., LTD., Hongkong. (1440—5)

THE HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.

Bottled in Japan by H. E. REYNELL & CO.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. (1898)

THE AMERICAN SYSTEM

OF

DENTISTRY

DR. M. H. CHAUN.

37, DES VOUX ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. (184)

A. LING & CO.,

FURNITURE STORE.

PLATED, GLASS AND CROCKERY

WARE, &c., &c.; and FOOCHOW

LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903.

VISITORS TO CANTON

Should purchase

FROM HONGKONG TO CANTON

BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD (S.S. "HANKOW")

With Illustrations, Maps and Plans.

Price \$1.00

On Sale at—

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Messrs. KELLY & WALSH.

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Hongkong, 4th October, 1903.

BOARD AND RESIDENCE

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine

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Apply—

MANAGERESS,

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Hongkong, 2nd March, 1903. (71)

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"GLENWOOD."

27, CAINE ROAD.

Hongkong, 19th March, 1904. (76)

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1892. (112)

THE CIGARETTES OF THE
FUTURE

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTAPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK



LOTUS.

Large Size \$5.00 per 100

Gold Tippee Medium Size

\$3.75 per 100

ZAFAR.

Large Size \$1.60 per 100

Medium Size \$4.20

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Large Size \$3.75 per 100

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Large Size \$3.00 per 100

Medium Size \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

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COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE—1, SUGA-GCHO, TOKYO.

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HONGKONG BRANCH—PRINCE'S BUILDINGS, 105, HOUSE STREET

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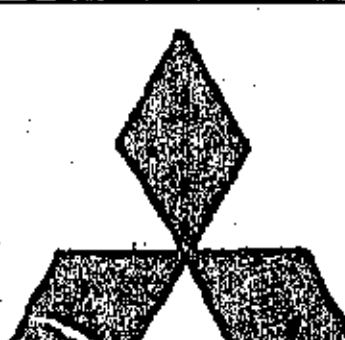
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Cienfuegos, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoaki, Moji, Wakamatsu, Kamatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotsu, Mameda, Manoura, Onoura Otsuji, Sasahara Teikoku, Yoshinotsu, Yoshio, Yonokibara, and other Coals.

S. MINAMI, Manager, Hongkong.

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address: "IWASAKI,"

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All Letters Addressed:—

MANAGER, MITSUBISHI CO., with name of

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BRANCH OFFICES:—

NAGASAKI,

SHIPPING.

ARRIVALS.
CHANGSHA. British str., 2,300 T. Moots, 15th August, Sydney 19th July and Manila 12th August, General.—Butterfield & Swire.
CHUYEN. Chinese str., 1,177, Stewart, 14th August, Shanghai 11th August, General.—Chin ss.
H. HONG. British str., 783, C. A. Mutton, 14th August, Tientsin and Amoy 13th August, General.—Douglas Lapraik & Co.
KARIN. Swedish str., 697, G. Pelterson, 15th August, Surabaya 5th Aug. Sugar.—Ender, Wier & Co.
LEGASPI. American steamer, 561, Yribar, 15th August, Manila 12th August, General.—Barretto & Co.
MATHILDE. German str., 678, G. Schalkier, 15th August, Hainan 14th Aug. Cals and General.—Jobson & Co.
PRESEN. German str., 2,378, E. Prehn, 15th August, Yokohama 9th August and Shanghai 15th, Mails and General.—Melchers & Co.
PROKTO. Norwegian str., 382, E. Vines, 15th August, Canton 14th Aug. General.—East Asiatic Trading Co.
RUBI. British str., 1,611, R. W. Almond, 15th August, Manila 11th August, General.—Shewan, Tomes & Co.

DEPARTURES.

AT THE HARBOR MASTER'S OFFICE.
 15th August.
Balti. King, British str., for Kobe.
John. German str., for Swatow.
Procto. Norwegian str., for Chefoo.

DEPARTURES.
 14th August.
SHAHSING. British str., for Saigon.
 15th August.
BADEMI. German str., for Hamburg.
CHANGCHOW. British str., for Chinkiang.
HAIC. Indo, British str., for Swatow.
HONGKONG. British str., for Shanghai.
HINDAL. Norwegian str., for Kobe.
PROGRESS. German str., for Tientsin.

VESSELS IN DOCK.

15th August.
ABERNETHY. British str., U. S. S. Polinder, Shanghai, H.M.S. Loxiobha, Glenlogie, Lethin, Wough, T. Hing, Wang Chai.
CONSTITUTION. British str., for Chefoo, Ender, Wier & Co.

VESSELS PASSED ANFR.

July 21, British str., for London, 21st from Christian Island for Singapore.
 July 27, British str., for London, 27th from Batavia for Rotterdam.
 July 28, British str., for London, 28th from Kobe.
 July 28, British str., for London, 28th from Yokohama.
 July 29, German str., for London, 29th from Batavia.
 July 29, Dutch str., for London, 29th from Rotterdam for Batavia.
 July 30, French str., for London, 30th from Batavia.
 July 30, Dutch str., for London, 30th from Rotterdam for Batavia.
 July 30, Dutch str., for London, 30th from Rotterdam for Batavia.
 August 2, British str., for London, 2nd from New York for Hongkong.
 August 3, British str., for London, 3rd from New York for Hongkong.
 August 4, British str., for London, 4th from New York for Hongkong.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAITAN."
 Captain R. H. White, will be despatched for the above ports, TO-DAY, 15th inst., at Noon.
 For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
 General Managers.
 Hongkong, 13th August, 1904. [1978]
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR."
 Captain A. Stewart, will be despatched for the above ports, TO-DAY, 15th inst., at 3 p.m., instead of as previously advertised.
 For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
 Agents.
 Hongkong, 11th August, 1904. [1941]
THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN AND BLACK SEA PORTS.
THE Danish Steamer
"PRINS VALDEMAR."
 Captain Koch, will be ready to load on or about SATURDAY, the 20th August.
 For Freight or Passage, apply to
MELCHERS & CO.,
 Agents.
 Hongkong, 29th July, 1904. [1943]
COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.
NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, AND PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, 1904, at 1 p.m., the Company's Steamship "TOURANE," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.
 This Steamer connects at COLOMBO with the Australian line ss. "Armand Behin," bound for MARSEILLE via BOMBAY and ADEN.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 22nd August. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday.
 Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
 Agent.
 Hongkong, 16th August, 1904. [2]

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | FLAG | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|---------------|------------|----------------|-------------------------|-----------------------|
| LONDON, AMSTERDAM & ANTWERP | MOYUNE | Brit. str. | G. W. Gordon | BUTTERFIELD & SWIRE | To-day. |
| LONDON, AMSTERDAM & ANTWERP | BORNEO | Brit. str. | G. W. Gordon | P. & O. S. N. Co. | About 19th inst. |
| LONDON, AMSTERDAM & ANTWERP | CELEBUS | Brit. str. | G. M. Montford | P. & O. S. N. Co. | 27th inst., at Noon. |
| LONDON, AMSTERDAM & ANTWERP | GLAUCUS | Brit. str. | G. M. Montford | BUTTERFIELD & SWIRE | 30th inst. |
| LONDON, AMSTERDAM & ANTWERP | TYDEUS | Brit. str. | G. M. Montford | BUTTERFIELD & SWIRE | 13th Sept. |
| LONDON, AMSTERDAM & ANTWERP | TOURANE | Brit. str. | G. M. Montford | BUTTERFIELD & SWIRE | 30th Sept. |
| MARSEILLES, HAVRE, COPENHAGEN, & BREMEN, via Ports of Call | P. VALDEMAR | Brit. str. | G. M. Montford | MESSAGERIES MARITIMES | 23rd inst., at 1 p.m. |
| MARSEILLES, LONDON & ANTWERP | BENVOIRICH | Brit. str. | G. M. Montford | MELCHERS & CO. | Quick despatch. |
| BREMEN, via Ports of Call | SPERZA | Brit. str. | G. M. Montford | GIBB, LIVINGSTON & CO. | About 7th Sept. |
| HAVRE & HAMBURG | SAHIA | Brit. str. | G. M. Montford | MELCHERS & CO. | To-morrow, 9 a.m. |
| HAVRE & HAMBURG | SCANDIA | Brit. str. | G. M. Montford | HAMBURG-AMERIKA LINIE | 10th Sept. |
| HAVRE & HAMBURG | SCANDIA | Brit. str. | G. M. Montford | HAMBURG-AMERIKA LINIE | 20th Sept. |
| HAVRE & HAMBURG | SCANDIA | Brit. str. | G. M. Montford | HAMBURG-AMERIKA LINIE | 4th Oct. |
| HAVRE & HAMBURG | SCANDIA | Brit. str. | G. M. Montford | HAMBURG-AMERIKA LINIE | 18th Oct. |
| HAVRE, LONDON & ANTWERP | TRISTE | Brit. str. | G. M. Montford | SHAW, TOMES & CO. | 7th Sept. |
| TRIESTE, & via SINGAPORE, & GENOA, MARSEILLES & LIVERPOOL | NIPOON | Brit. str. | G. M. Montford | SANDER, WIDLER & CO. | 31st inst., P.M. |
| NEW YORK, via SUEZ CANAL | SAIPEDON | Brit. str. | G. M. Montford | BUTTERFIELD & SWIRE | 20th inst. |
| NEW YORK, via SUEZ CANAL | IDOMENEUS | Brit. str. | G. M. Montford | BUTTERFIELD & SWIRE | 22nd Sept. |
| NEW YORK, via SUEZ CANAL | L. CASTLE | Brit. str. | G. M. Montford | DODWELL & CO., LD. | About 20th inst. |
| NEW YORK, via SUEZ CANAL | EPSON | Brit. str. | G. M. Montford | SHAW, TOMES & CO. | 3rd Sept. |
| NEW YORK, via SUEZ CANAL | HUDSON | Brit. str. | G. M. Montford | STANDARD OIL CO. | About 15th Sept. |
| NEW YORK, via SUEZ CANAL | R. OF INDIA | Brit. str. | G. M. Montford | CANADIAN PACIFIC R. CO. | 24th inst. |
| NEW YORK, via SUEZ CANAL | ATHENIAN | Brit. str. | G. M. Montford | CANADIAN PACIFIC R. CO. | 12th Oct. |
| NEW YORK, via SUEZ CANAL | SHAMUT | Brit. str. | G. M. Montford | BUTTERFIELD & SWIRE | 31st inst. |
| VICTORIA (B.C.) & TACOMA via Japan | TELEMACUS | Brit. str. | G. M. Montford | PORTLAND & ASIATIC CO. | 25th inst. |
| PORTLAND, OREGON | ARABIA | Brit. str. | G. M. Montford | GIBB, LIVINGSTON & CO. | To-morrow, Noon. |
| AUSTRALIAN PORTS | EMPIRE | Brit. str. | G. M. Montford | BUTTERFIELD & SWIRE | 18th Sept. |
| AUSTRALIAN PORTS | CHANGSHA | Brit. str. | G. M. Montford | MELCHERS & CO. | Quick despatch. |
| JAPAN via SHANGHAI | TIJANAS | Brit. str. | G. M. Montford | BUTTERFIELD & SWIRE | To-morrow. |
| SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA | ONISENAU | Brit. str. | G. M. Montford | JARDINE, MATHESON & CO. | To-morrow, 4 p.m. |
| SHANGHAI | TAIWAN | Brit. str. | G. M. Montford | SANDER, WIDLER & CO. | 21st inst., D'light. |
| SHANGHAI | WAISHING | Brit. str. | G. M. Montford | P. & O. S. N. Co. | About 23rd inst. |
| SHANGHAI | AUSTRIA | Brit. str. | G. M. Montford | P. & O. S. N. Co. | About 25th inst. |
| SHANGHAI | FORMOSA | Brit. str. | G. M. Montford | OSAKA SHOSHEN KAISHA | To-morrow, 10 a.m. |
| SHANGHAI | CHUSAN | Brit. str. | G. M. Montford | OSAKA SHOSHEN KAISHA | 21st inst., 10 a.m. |
| SHANGHAI | TRIUMPH | Brit. str. | G. M. Montford | OSAKA SHOSHEN KAISHA | 23rd inst., 10 a.m. |
| SHANGHAI | M. STRUVE | Brit. str. | G. M. Montford | OSAKA SHOSHEN KAISHA | 24th inst., 10 a.m. |
| SHANGHAI | FRITHJOF | Brit. str. | G. M. Montford | DOUGLAS LAPRAIK & CO. | To-day, at Noon. |
| SHANGHAI | TRITON | Brit. str. | G. M. Montford | JARDINE, MATHESON & CO. | To-day, 4 p.m. |
| SHANGHAI | HAITAN | Brit. str. | G. M. Montford | BUTTERFIELD & SWIRE | To-day. |
| SHANGHAI | YOSANO | Brit. str. | G. M. Montford | BUTTERFIELD & SWIRE | To-morrow, Noon. |
| SHANGHAI | KANSU | Brit. str. | G. M. Montford | JARDINE, MATHESON & CO. | 19th inst., at 4 p.m. |
| SHANGHAI | TEAN | Brit. str. | G. M. Montford | SHAW, TOMES & CO. | 20th inst., 10 a.m. |
| SHANGHAI | EMPIRE | Brit. str. | G. M. Montford | DODWELL & CO., LD. | About 20th inst. |
| SHANGHAI | YUENSANG | Brit. str. | G. M. Montford | SHAW, TOMES & CO. | 27th inst., 10 a.m. |
| SHANGHAI | RELI | Brit. str. | G. M. Montford | BUTTERFIELD & SWIRE | 18th inst. |
| SHANGHAI | SHAMUT | Brit. str. | G. M. Montford | JARDINE, MATHESON & CO. | 24th inst., 2 p.m. |
| SHANGHAI | ZAPIRO | Brit. str. | G. M. Montford | DAVID SASSOON & CO. | To-day, at 3 p.m. |
| SHANGHAI | KATFONG | Brit. str. | G. M. Montford | JARDINE, MATHESON & CO. | 22nd inst., 3 p.m. |
| SHANGHAI | MAUSANG | Brit. str. | G. M. Montford | | |
| SHANGHAI | C. APCAR | Brit. str. | G. M. Montford | | |
| SHANGHAI | NAMSANG | Brit. str. | G. M. Montford | | |

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Steamship
"EMPIRE."

Captain Helms, will be despatched for the above port TO-MORROW, the 17th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.Y.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 6th August, 1904. [1924]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK SUEZ VIA CANAL.
THE Steamship
"EPSOM."

Captain J. White, will be despatched for the above port on SATURDAY, the 3rd September.
 For Freight, apply to
SHAW, TOMES & CO.,
 General Agents.
 Hongkong, 5th August, 1904. [1630]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.
THE Company's Steamship
"MERIONETHSHIRE."

Captain G. C. Candy, will be despatched for the above ports on WEDNESDAY, the 7th September.
 This Steamer has superior accommodation for Saloon passengers.
 For Freight or Passage, apply to
SHAW, TOMES & CO.,
 Agents.
 Hongkong, 11th August, 1904. [1968]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
 Captain Samuel Bell Smith.

DEPARTURES from Hongkong on week days, at 7.30 a.m.: on Excursion Sundays, at 8.30 a.m.; on Macao week days at about 2 p.m. and Sundays about 7.30 a.m. (week days) 1st Class (including cabin and servant), \$2. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs on Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.
MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw Steamer
"TAI ON."

Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 p.m., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 p.m.
FARES:—
 Saloon \$2.00
 Chinese Saloon \$1.00
 2nd Class 0.50
 Steerage 0.25
 The well-known steamer has been fitted throughout with Electric Light. Unrivalled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.
YIK ON S. S. CO.,
 308, Des Voeux Road Central.
 Hongkong, 9th July, 1904. [1674]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|---|------------|-------------------|----------------------------|
| LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID | BORNEO | About 19th August | Freight and Passage. |
| SHANGHAI and KOBE, (Passing through the Inland Sea) | FORMOSA | About 23rd August | Freight and Passage. |
| SHANGHAI | CHUSAN | About 25th August | Freight and Passage. |
| LONDON, &c. | COROMANDEL | Noon, 27th August | See Special Advertisement. |

For further Particulars, apply to

Hongkong, 15th August, 1904.

E. A. HEWETT, Superintendent.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA VIA

MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|---------------|------------------------|
| SHAWMUT | 9,606 | W. M. Smith | Wednesday, August 31st |
| TREMONT | 9,906 | T. W. Garlick | Saturday, October 1st |

↑ Cargo only.

FOR MANILA.

The largest, sturdiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT 9,606 tons. W. M. Smith About 10th August.
 S.S. TREMONT 9,906 tons. T. W. Garlick About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw ss. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.

QUEEN'S BUILDINGS.
 Hongkong, 11th August, 1904. [7]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN. | FOR | SAILING DATE. |
|-----------|-------|--------------|----------------|-------------------------|
| RUBI | 2540 | B. W. Almond | Manila direct. | Sat., 20th Aug. 10 a.m. |
| ZAFIRO | 2540 | R. Rodger | Manila direct. | Sat., 27th Aug. 10 a.m. |

For Freight or Passage apply to

SHAW, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 15th August, 1904. [16]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LERBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|--------------------------------------|--|-----------------------------------|
| SPERZA (ex BAMBERG) Capt. Miltzoff | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 27th Aug. Freight. |
| ANDALUSIA Capt. Filler | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 10th Sept. Freight. |
| SAMBIA Capt. Lining | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 20th Sept. Freight. |
| SCANDIA (ex KONGSBERG) Capt. Behrens | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 4th Oct. Freight & Passengers. |
| SUEVIA Capt. von Döhren | HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo) | On 18th Oct. Freight. |

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| STEAMERS. | SAILING DATES. |
|-----------------------|----------------------------|
| PREUSSEN | WEDNESDAY 17th August |
| GNEISENAU | WEDNESDAY 14th September |
| PRINZ HEINRICH | 28th September |
| BAYERN | WEDNESDAY 12th October |
| SACHSEN | WEDNESDAY 26th October |
| ZIETEN | WEDNESDAY 9th November |
| PRINZESS ALICE | WEDNESDAY 23rd November |
| PRINZ REGENT LUITPOLD | WEDNESDAY 7th December |
| PRINZ KAREL FRIEDRICH | WEDNESDAY 21st December |
| PRINZ HEINRICH | WEDNESDAY 4th January 1905 |

ON WEDNESDAY, the 17th day of AUGUST, 1904, at 9 a.m., the Steamship "PREUSSEN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 15th August. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 16th August, and will be received at the Agency's Office until Noon on TUESDAY, the 16th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 4th August, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| FOR | STEAMERS | LEAVING |
|---------------------|-------------|----------------------------------|
| FOOCHOW, via SWATOW | "TRIUMPH" | WEDNESDAY, 17th Aug., at 10 a.m. |
| TAMSU, via SWATOW | "M. STRUVE" | SUNDAY, 21st Aug., at 10 a.m. |
| ANPING, via SWATOW | "TRITON" | WEDNESDAY, 24th Aug., at 10 a.m. |
| TAMSU, via SWATOW | "FRITHJOF" | SUNDAY 28th Aug., at 10 a.m. |

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

| FROM | STEAMERS | TO | DATE |
|-----------------------|--------------|-------------------|------|
| GLASGOW and LIVERPOOL | "IDOMENEUS" | On 18th August. | |
| GLASGOW and LIVERPOOL | "TYDEUS" | On 26th August. | |
| GLASGOW and LIVERPOOL | "ANTENOR" | On 2nd September. | |
| GLASGOW and LIVERPOOL | "TELEMACHUS" | On 4th September. | |

HOMEWARDS.

| FOR | STEAMERS | TO | DATE |
|---------------------------------|-------------|--------------------|------|
| LONDON, AMSTERDAM and ANTWERP | "MOYUNE" | On 16th August. | |
| GENOA, MARSEILLES and LIVERPOOL | "SARPEDON" | On 20th August. | |
| LONDON, AMSTERDAM and ANTWERP | "PELEUS" | On 30th August. | |
| LONDON, AMSTERDAM and ANTWERP | "GLAUCUS" | On 13th September. | |
| GENOA, MARSEILLES and LIVERPOOL | "IDOMENEUS" | On 22nd September. | |
| LONDON, AMSTERDAM and ANTWERP | "TYDEUS" | On 30th September. | |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO | DATE |
|--|--------------|-------------------|------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS | "TELEMACHUS" | On 7th September. | |

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
[10-11]

CHINA NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO | DATE |
|---|------------|--------------------|------|
| MANILA | "TAIWAN" | On 14th August. | |
| SHANGHAI | "TAIWAN" | On 17th August. | |
| CEBU and ILOILO | "KAIKONG" | On 18th August. | |
| SWATOW, CHEFOO and TIENTSIN | "KANSU" | On 25th August. | |
| PORT BAWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHANGSHA" | On 13th September. | |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
[12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

| | | |
|-------------------------------------|-----------------|-----------------------------------|
| FOR SHANGHAI | S.S. "WAISHING" | On Wednesday, 17th Aug. at 4 P.M. |
| FOR SWATOW & TIENTSIN | S.S. "WOSANG" | On Thursday, 18th Aug. at 4 P.M. |
| FOR MANILA | S.S. "YUENSANG" | On Friday, 19th Aug. at 4 P.M. |
| FOR SINGAPORE, PEI, YANG & CALCUTTA | S.S. "NANSANG" | On Monday, 22nd Aug. at 3 P.M. |
| FOR KUDAT & SAN DAKAN | S.S. "MAUSANG" | On Wednesday, 24th Aug. at 2 P.M. |

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chafoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
[13-18]

Hongkong, 16th August, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN

FOR SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.

THE Imperial German Mail Steamship

"GNEISENAU"

Captain H. Bleeker, due here with the outward German Mail about TUESDAY, at 2 P.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD,

For Further Particulars, apply to
MELCHERS & CO.,
Agents.
[19]

Hongkong, 13th August, 1904.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE"

Captain Helms, will be despatched for the above ports on WEDNESDAY, the 17th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
[12-13]

Hongkong, 26th July, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the

INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA"

Captain Colland, will leave for the above ports on SUNDAY, the 21st inst., at DAYLIGHT.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 16th August, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

"H" Steamship

"COROMANDEL"

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 27th AUGUST, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Melville," 3,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Victoria," due in London on the 9th October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 15th August, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON"

will be despatched on or about the 15th September.

For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, 28th July, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING"

Captain E. J. Page, of 1888 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is excellent.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single Journey

2nd ... 1.50

Meals ... 1.00 each.

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Hongkong, 27th February, 1904.

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NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

ELPHINE, British 4-m. barque, J. McBryde—Standard Oil Co.

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LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

KENTMERE, British Ship, T. E. Burch—Standard Oil Co.

E. B. SUTTON, American barque, Johnson—Order.

EVING, J. R. American barque, Kustin—Sander, Weller & Co.

SOKORO, British 4-m. barque, Wm. Bourke—Standard & Co.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignee will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. *Marmora* and *Palafox*.

From Australia, ex s.s. *Monopolia*.

From Calcutta, ex s.s. *Somali*.

From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY, the 11th inst.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Unpacked packages must be left in the Godown for examination by the Consignee, and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th August, 1904.

STEAMSHIP "MANCHU"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Bayard*, from Havre ex s.s. *Bayard*, from Bordeaux ex s.s. *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instructions are received from the Consignees before 10 A.M., TO-DAY, 12th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Friday, the 19th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th August, or they will not be recognised. All damaged packages will be examined on Friday, the 19th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 12th August 1904.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND PORTS.

THE British Steamship

"PAKING"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignee will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY, the 12th inst.

Goods not cleared before the 19th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 22nd inst., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Hongkong, 12th August, 1904.

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Hongkong, 14th February, 1903.

SHIPPING

SHIPPING IN PORT.

STEAMERS.

ANGHIN, German str., 1,001, F. Schaefer, 11th August.—Bangkok 3rd August, Rice and Wood.—Butterfield & Swire.

ANGLO-AUSTRALIAN, British str., 2,581, O. H. Lewis, 11th Aug.—New York via Cape of Good Hope 11th June, Case Oil.—Standard Oil Co.

AN PHO, British str., 966, J. Kynoch, 8th Aug.—Saigon 23rd Aug. Rice.—Chinese.

APERRADE, German str., 811, A. P. Ullrich, 13th Aug.—Haiphong 9th Aug. and How 12th, General.—Jensen & Co.

BABELBERG, German str., 1,500, H. Wouda, 6th August.—Kobe 31st July and Moji 2nd August, General and Coals.—Nippon Yusen Kaisha.

BEBOVIN, British str., 2,245, H. Sandow, 12th August.—Amoy 10th August, General.—Dodwell & Co.

BIRNTHUAN, French str., 983, R. Lagasse, Kutchinotzu 6th August, Co 1.—Bradley & Co.

CATHERINE ANNA, British str., 1,730, A. Stewart, 8th August.—Calcutta and Singapore 3rd August, Mail's and General.—David Sassoon & Co., Ltd.

CHOWFA, German str., 1,655, T. Spies, 12th August.—Kobe 6th August, Rice.—Butterfield & Swire.

CHUKONG, British str., 487, Dasey, 12th July.—Manila 7th July, Ballast.—Chinese.

DEVAVOROS, German str., 1,057, Chr. Kumpel, 11th August.—Bangkok 4th August, Rice.—Butterfield & Swire.

ESMA LUTKE, German str., 1,160, Martens, 28th July.—Singapore 22nd July, Sugar and Nuts.—Chinese.

EMPIRE, British str., 2,843, P. T. Helms, 14th August.—Kobe 9th August, General, Matches and Carious.—Gibb, Livingston & Co.

FOOSHING, British str., 1,423, Thos. Arthur, 14th August.—Moji 8th August, Coals.—Jardine, Matheson & Co.

GLENGRUI, British str., 2,399, W. J. Larkins, 31st July.—Amoy 30th July, General.—Chinese.

HAIYAN, British str., 1,192, J. S. Roach, 14th August.—Foonchow via Amoy and Swatow 13th August, General.—Duglas LaPraik & Co.

HANOI, French str., 7-8, P. Merles, 12th Aug.—Haiphong 9th Aug. and Hoibow 11th, Pigs and General.—A. R. Marty & Co.

HINGANG, British str., 1,535, D. E. Saver, 9th August.—Saigon 5th August, Rice.—Jardine, Matheson & Co.

JOHANN, German str., 952, Ipland, 13th Aug.—Swatow 12th August,

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 Delbourgo, F. Kinch, E. W. Mills, M. Stempel,
 Stuart Gareek, Fomi Lambat, F. Lorri, and
 W. Pilgrim, and Misses Samson (2).

| HONGKONG TIDE TABLE. | | | | | | |
|-------------------------------|---------------|---------------------|------------|---------------------|---------|---------|
| From 16th to the 22nd August. | | | | | | |
| HIGH WATER. | | | LOW WATER. | | | |
| Day of Week. | Day of Month. | Hongkong Mean Time. | Height. | Hongkong Mean Time. | Height. | |
| | | h. m. | ft. in. | | h. m. | ft. in. |
| Tues. | 16 | m 0 24 | 6 6 | m | 5 57 | 2 2 4 |
| Wed. | 17 | m 0 26 | 6 2 | m | 6 2 | 2 2 1 |
| Thurs. | 18 | m 0 18 | 6 7 | m | 7 2 | 2 2 6 |

| HONGKONG OBSERVATORY 15th August | | | |
|----------------------------------|---------------------------|-----------------------|----------------------|
| | Previous Day at 4 p.m. | On Date at 10 a.m. | On Date at 4 p.m. |
| Barometer | 29.53 | 29.69 | 29.65 |
| Temperature | 87 | 83 | 88 |
| Humidity | 96 | 72 | 82 |
| Wind Direction | W.S.W | W | S.W |
| Force | 1 | 1 | 1 |
| Weather | c | c | c |
| Rain | — | — | — |

1904 1

Highest open air Temperature on 14th 80
 Lowest open air Temperature on 14th 77

NIGHT CARS as on week days.
SATURDAYS.
 Extra cars at 11.30 p.m. and 11.45 p.m.
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C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [14]

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Price 15 cents per copy cash.
Hongkong, 22nd December, 1963.

HONGKONG.

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